

THE DAILY SILVER BELT

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A THOUGHT FOR TODAY

A dying person has probably lost during life many more important things than he is about to lose by death.

—Friedrich Nietzsche.

Our idea of nothing to listen to is an astronomer's talk on the comet.

That comet's tail was nothing but a measly vermiform appendix.

Roosevelt met four kings in London. We met four kings once—but not in London.

If you object to saying that Kerby was fired, you may say that he "went off prematurely."

The Pullman company intends to fight berth reduction laws. Paradox—for it always lowers the upper.

The man who helped Mrs. Stowe write "Uncle Tom's Cabin" is dead. So is the man who made the play popular. He raised the dogs.

The report that Charles W. Morse will act as a press agent for Atlanta as a desirable place of residence is unfounded.

The natural inference from the comet's failing to carry out the promised line of action is that it is in some way related to the republican party.

An astronomer says a mile of the comet's tail can be put in a woman's pocketbook. It's pretty hard to think of a mile of anything that a woman can't put into a pocketbook.

A New York woman sued for divorce because her husband stuttered. Has it come to such a pass that a woman casts aside a man just because he speaks broken English?

A Harvard senior, who is one of its hero athletes, spends but a dollar a week for what he eats. Where or how he gets the rest is not stated, but it can be admitted that he does not pay for it.

A Georgia man who has six fiddles, ten children, thirteen dogs and a dumb wife sat up all night praying against the comet. Couldn't blame a fellow with a whole house full of bliss like that, could you?

To those who are fond of making the statement that Congressman Longworth is simply the son-in-law of a certain prominent person, a careful perusal of his latest speech in congress is suggested.

Lawrence, Mass., has broken into the ranks of the cities that are after their municipal grafters. Even the prominent officials have been arrested, charged with conspiracy to loot the municipal treasury.

Who says Chicago is slow? A woman 63 years old has been brought before the courts in that city on complaint of her daughters that she is an inveterate flirt and persists in considering herself a "heart-breaker" and dressing for the part.

John George Guelph, of Brooklyn says that he is the eldest son of the late King Edward and so the rightful heir to the English throne. John George, however, will possibly be satisfied to remain a loyal subject in his own immediate household.

A man was kept under cross-questioning for fifty-two hours by the Chicago police, without being allowed to sleep, but they aver that he was not subjected to the "third degree." At the end of the ordeal he confessed to the murder of a policeman and then promptly committed suicide. No wonder the citizens of the Windy City are worked up over the matter.

TACTFULNESS OF TRUE COURAGE

One characteristic which endears Theodore Roosevelt to the people of this country is his absolute fearlessness. He is never controlled by what is the easy thing to say, and never avoids the difficult and the dangerous. He speaks the same everywhere and does the same everywhere.

Fresh from a seven years' catch-as-catch-can tussle here at home, he did not retire to dignified ease, but tackled the most strenuous and hazardous undertaking that appealed to him. Again fresh from a year of conflict with the wild beasts, the diseases and hardships of the jungle, he undertook the social life of the European courts in succession.

In Egypt he denounced the policy of opposition by assassination, the most delicate subject he could have selected. In Rome he met honorably a situation of etiquette full of danger through possibilities of misunderstanding and bitterness, and by his very frankness avoided compromising his own dignity or that of his holiness, the pope.

In France his Sorbonne address touched heavily upon that greatest weakness of the French, race suicide. In Norway he addressed the Nobel prize committee, which had voted him the peace prize, advocating preparedness for war, and there could be no question as to his position that war is to be preferred to dishonorable or unrighteous peace.

In Germany he addressed the Berlin savants with equal plainness. Yet everywhere and always he disproves the charge that he is tactless, is purely impulsive and headstrong, breaking through where angels fear to tread. In every address, in every situation he has shown an almost superlative tact, leaving no room for an aftermath of enmity or bitterness that may react beyond him, personally, to the country he represents.

Everywhere, also, he has been accorded royal honors, but has had his most enthusiastic reception from the people. Everywhere the plain folks of the plain homes have acclaimed him as their champion.

He may be "the map on horseback," but he is also the man who walks the highways and byways, in constant companionship and sympathy with the hearts that beat beneath the simple covering of the breast of the men who toil. And, while he is wholly frank and fearless, he has, too, that rare quality of tactfulness that prevents misunderstanding.

Black—I buy all of my wife's dresses.
Brown—So do I, but I never pick them out.

"You men say that women have no sense of humor," she began, "yet I saw a woman reading a comic paper only today."
"That proves the point," he asserted. And then he had to explain that.

In The Halls of Congress

BY TAV.

Special Washington Correspondence.

WASHINGTON, D. C., May 24.—President Taft has antagonized the amendment to the railroad bill which would prevent a larger charge for a short haul than a long haul.

The president has proclaimed that if this amendment can be defeated, as well as the Cummins amendment providing that increases of rates shall be approved by the interstate commerce commission, he will gladly accept whatever is left of the bill when it finally gets through the senate.

Inasmuch as the pressure for the defeat of these two important propositions comes from the railroads themselves, the willingness of the president to assume responsibility for these railroad demands is little short of extraordinary. It can be accounted for only upon the belief that the president is so determined to make the Aldrich fight his own that he is willing to assume leadership in a bad cause rather than permit the progressives to aid the democrats to accomplish something for the good of the public.

Is it fair for railroads to charge more for a short haul than a long haul? That is the principal question involved in the amendment opposed by the president. The amendment would prevent the larger charge for the shorter haul.

At present railway companies give lower rates to cities on water than to cities inland which can not get freight except over their lines and are therefore at their mercy. This practice has led to the greatest evil in the railroad business—discrimination against communities and localities. And it has given the railroads virtual control of water transportation by enabling them to drive water transportation companies out of business or to force them to sell out to the railroads. The adoption of the amendment would free the waterways from the blighting effects of railroad control, and would force a readjustment of transportation conditions so beneficial to the whole country that it is doubtful if any one thing which could be inserted in the pending measure could effect more for the public interest. Yet this is the proposition President Taft declares to be highly objectionable.

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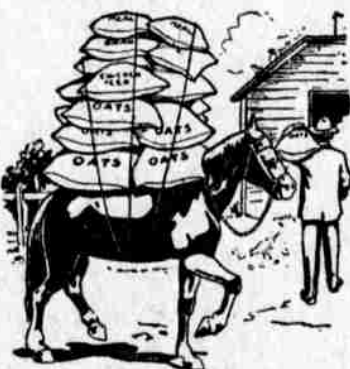
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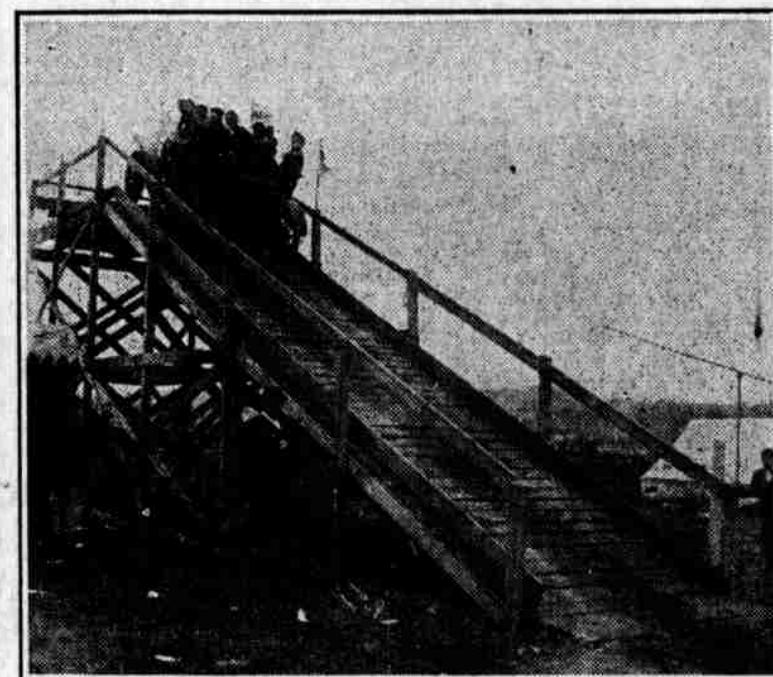
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